THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b) Yes, Sir. Budgetary support is declining over the years as seen, from the last four years in the Eighth Plan period.

Year	Budgetary support (Rs./Cr.)	% of the plan
1992-93	2589	42
1993-94	974	16.6
1994-95 (RE)	1150	18.4
1995-96 (BE)	1150	15.3

(c) The Railways' Annual Plan is financed through (i) Internal Resources (ii) Extra-budgetary Resources and (iii) Budgetary Support. With decline in budgetary support, the strain has been put on internal and extra-budgetary resources.

(d) The trend of internal resources generation in the last four years is given below:

Year	Internal generation (Rs. in crores)	% of the plan
1992-93	2543	41
1993-94	4030	69
1994-95 (RE)	4055	65
1995-96 (BE)	4100	55

(e) Sustained efforts are being made by implementing Action Plan to augment earnings and contain the expenditure to improve the Internal Resource Generation.

Imbalance between cost and if venue of Railways

3740. SHRI JAGIR SINGH DARD:
DR. SHRIKANT RAMCHANDRA JICHKAR:

Will the Minister of RAILWAYS be pleased to Btate:

(a) whether there is an imbalance between cost, and revenue of Railways;

(b) if so what are the indices of imbalance;

(c) whether the higher costs reflect the Inefficient managemnt of the Railways;

(d) if so, to what extent; and

(e) what is being done to increase the efficiency of management in the Railways?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir. Railway Rvenues are higher than cost (Expenditure).

(b) to (e) Do not arise.

Increase in social costs of railways

3741. SHRI SURENDER KUMAR SINGLA: Will the Minister of RAILWAYS be pleased to state:

(a) what is the assessment of fas cial cost of Indian Railways for the year 1994-95;